National Republican.

Modern Beau Brummellism.

Beau Brummell was the dandy of his day, and a dandy of a peculiar kind. Etymologists tell us that the word "dandy" is derived from the French *dandon*, or "ninny," or from the Italian *dandola*, or "toy."

Hence a dandy means one who dresses himself like a doll, a top, a coxcomb, a ninny. The peculiar type which was especially represented by the famous Brummell, was combined with an amount of fastidiousness and helplessness to which there is no parallel. He was a remarkable instance of a man pushing himself into a grade of society to which he had no claim, by dint of a certain amount of assurance and a high estimation of himself. There is nothing more true than the saying that the world takes a man at the value he sets upon himself.

But of all the fops in existence, the old fop is the most contemptible. A man who has out-lived his generation; who trips, like Agag, "delicately" to hide the infirmities of age, or affect a youth that has long ceased; who competes with the young men of the day in his attentions to the fair sex; who dresses in the very extreme of the prevailing fashion of the day, with shirts elaborately embroidered, and wristbands fastened together with conspicuously magnificent sleeve-links, which he is always pulling down, either to show them or establish the fact which no one would care to dispute, that he has a clean shirt to his back; who is scented and perfumed; whose wig, faultlessly made, is judiciously sprinkled with a few gray hairs that it may appear to be his own hair, when he has long ceased to have any to boast of; who uses dyes and cosmetics that the marks of age may be obliterated and the bloom of youth imitated; who is in a flutter of delight when any one conversant with his weakness is kind enough to mistake him for his own son or the husband of one of his daughters; such a man is an object of both pity and contempt. When age is not accompanied by wisdom, but exhibits only the folly of which man's weakness is capable, it is a hopeless case.

Dirty fops are an especial abomination. Men, young or old, who are at great pains to adorn themselves without the most scrupulous regard to cleanliness; who wear many rings upon very indifferently washed fingers; who hang themselves in chains of gold; whose shirt fronts present the greatest variety, at different times, of the most costly jewelry; whose discolored teeth and ill-brushed hair are a revelation in themselves—such men only make their defect the more conspicuous by the decoration with which they overlay it.

The foregoing is extracted from a cleverly written article in the *London Society*. It falls, however, far below one of "Peter's Letters to his Kinsfolk," written forty years ago by Lockhart, Sir Walter Scott's son-in-law, in which "Potts" is made to represent old dandies to the very life.

MAYOR'S OFFICE,
WASHINGTON, April 22, 1867.

Sealed Proposals will be received at this office until 12 o'clock, m., on MONDAY, May 6, 1867, for paving, curbing, &c., for the year 1867, for the Sixth and Seventh wards of the city; no contractor to have but one ward.

Specifications can be seen at this office; also, at the office of the Commissioner of Improvements, in the basement of the west wing of the City Hall.

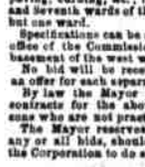
No bid will be received which does not include an offer for each separate item of work and materials.

By law the Mayor is prohibited from awarding contracts for the above work to any person or persons who are not practical pavers.

The Mayor reserves to himself the right to reject any or all bids, should he deem it to the interest of the Corporation to do so.

RICHARD WALLACH,
ap26-eod Mayor.

BEAUTY!
AUBURN, GOLDEN, FLAXEN, AND SILKEN CURLS, produced by the use of Prof. DE BEUCK'



FEIRER LE CHEVEUX.
One application warranted to curl the most straight and stubborn hair of either sex into wavy ringlets or heavy massive curls. Has been used by the fashionables of Paris and London, with the most gratifying results. Does no injury to the hair. Price by mail, sealed and postpaid, $1. Descriptive Circulars mailed free. Address BERGER, SHUTTS & Co., Chemists, No. 295 River st est, Troy, N.Y. Sole agents for the United States. mh19-dawly

---

PROPOSALS FOR FURNISHING ARTICLES AT THE WASHINGTON NAVY YARD.

NAVY PAYMASTER'S OFFICE,
WASHINGTON, D. C., April 25, 1867.

Sealed Proposals, to be endorsed "Proposals," will be received at this office until 12 m., the first day of May, 1867, for the following supplies, which must be of the very best quality, to be delivered free of expense and Government tax, at the Washington Navy Yard, and subject to the usual inspection thereof, to wit:

Bureau of Ordnance.

5,100 (eighty-one hundred) pounds best charcoal round iron.
1,000 (one thousand) pounds square Cast Steel.
1,125 (eleven hundred and twenty-five) pounds round Cast Steel for taps.
12 (twelve) dozen half round smooth Files.
18 (eighteen) dozen hand smooth Files.
36 (thirty-six) dozen Bastard Files.
12 (twelve) dozen half round Files.
1 (one) barrel boiled Linseed Oil.

Bureau of Steam Engineering.

500 (five hundred) gallons best winter strained pure Sperm Oil, in barrels, to stand a temperature of 32 deg. Fahrenheit.

Responsible security required for the prompt and faithful delivery of supplies awarded.

Blank forms for bids, *with further particulars for bidders*, to be had at this office.

CALVIN C. JACKSON,
ap26-3t Paymaster U. S. N.

NORTH AMERICAN STEAMSHIP COMPANY.

OPPOSITION LINE
TO CALIFORNIA, VIA NICARAGUA,
EVERY TWENTY DAYS,
With Passengers, Freight, and United States Mails, on the following first-class steamships:
On the Atlantic ocean,
SANTIAGO DE CUBA, SAN FRANCISCO, NICARAGUA, DAKOTA.
Connecting on the Pacific ocean,
AMERICA, MOSES TAYLOR, NEBRASKA, NEVADA.

PASSAGE AND FREIGHT AT REDUCED RATES.

SAILING DAYS FROM NEW YORK.
March 10 and 30, 1867.
April 20, 1867.
May 10 and 30, 1867.
June 20, 1867.

And every twenty days thereafter, leaving on the Saturday previous when a regular sailing day comes on Sunday.

For further information apply to
THE NORTH AMERICAN STEAMSHIP COMPANY,
WM. H. WEBB, President,
No. 54 Exchange Place, New York.
D. N. CARRINGTON, Agent,
No. 177 West street, corner of Warren, New York.
ap10

BALLOU'S PATENTED IMPROVED FRENCH YOKE SHIRTS,
WARRANTED TO FIT.
PATENTED, NOV. 1, 1859.

FOR SALE by all Principal Dealers and at Wholesale only by BALLOU BROTHERS,
Sole Patentees,
fed-tu 609 Broadway, New York City.

LITERATURE.

HARPER & BROTHERS' SPRING BOOK LIST.

HARPER & BROTHERS, Franklin Square, New York, March 1, 1867, will send the following books by mail, postage prepaid, to any part of the United States, on receipt of the price.

Harper's Catalogue and Harper's Trade List sent by mail on receipt of Five Cents.

School Trustees would be allowed to purchase the books named from large lists and book-pieces, upon any order, for the purpose of exchanging, any of the following books in quantities amounting to over $50.

WORCESTER'S ENGLISH CYCLOPÆDIA. A Dictionary of Arts, Sciences, Literature, and General Information. Prepared by the Rev. John Worcester, D. D., and Associates, L. L. D. Vol. I. A. H. Royal 4to. (In Press.)

STUDENT'S NEW TESTAMENT HISTORY. With an Introduction, connecting the History of the Old and New Testaments. Edited by William Smith, LL. D. With Maps and Woodcuts. 12mo, Cloth. (In Press.)

BAGOT'S SECRET. A Novel. By the Author of "The Master of Marten." 8vo, Paper, 75 cents.

A very interesting and affecting story, artistically and powerfully wrought. Whoever takes up the first of these delightful volumes is sure to find them all.—*Morning Post.*

"Mabel's Secret" is a novel which will be read with much pleasure, being, in truth, founded on a never failing foundation of interest—a woman's self-sacrifice and disinterestedness.—*Reader.*

A novel of very considerable merit. Its story is interesting and touching. Its style is graceful and correct.—*Star.*

DOTTS'S GREAT REBELLION. The Great Rebellion: Its Secret History, Rise, Progress, and Phenomena. Illustrated. By Rob. John Dotts. 12mo, Cloth, Beveled Edges, $2.50.

Living on the very theatre of activities, and constantly brought into contact with the leading minds on both sides, he benefits possessed of a great amount of information concerning the inner workings of the Rebellion. This he embodies in his book.—*Albany Journal.*

He tells all he knows of Southern politicians, and therefore tells a great deal which is disgraceful to them.—*Boston Transcript.*

RISING THE ROD. A Novel. By Edward Yates, Author of "Land at Last," "Black Sheep," &c. 8vo, Paper, 75 cents.

His novels have a mint mark of his own, deeply impressed on it unmistakeably. They are Mr. Edward Yates's novels, and imitations of the novel-writing of other distinguished professionals.—*London Examiner.*

THE CLAVERINGS. A Novel. By Anthony Trollope, Author of "Can You Forgive Her?" "Small Pipes," "Orley Farm," "The Bertrams," "Rentons of Arlington," "Golden Pippin," "The Belton Estate," "Doctor Thorne," "The Last Chronicle of Barset," &c., &c. With Illustrations. 8vo, Cloth, $1 50; Paper, 50.

PLAYED OUT. A Novel. By Annie Thomas, Author of "Walter Goring," "Pleading for High Stakes," "Dennis Donne," "Theo. Leigh," "On Guard," &c. 8vo, Paper, 75 cents. "Played Out" is quite equal to any of the author's former novels. It is thoroughly readable and is very clever.—*Athenæum.*

THE TOILERS OF THE SEA. A Novel. By Victor Hugo. The new Edition, with Two Engravings from Original Pictures by Gustave Doré. 8vo, Cloth, Beveled Edges, $1 50.

In laying down the "Toilers of the Sea," after reaching its last page, we feel as though we were rising from an involuntary detention in a dreamland, to which the author could alone lead us. Bewildering, as it does about it yet so intensely real, and there, forsooth, intensity of power of prophecy is needed to assert that the "Toilers of the Sea" will be more widely read and more highly thought of than even "Les Miserables" or "Notre Dame de Paris."—*London Review.*

CRADOCK NOWELL. A Tale of the New Forest. By R. D. Blackmore. 8vo, Paper, 75 cents.

"Cradock Nowell" is a clever novel, decidedly original in style and mode of treatment; it is amusing too, and the reader who once fairly enters upon it will hardly fail to read it through. There are some excellent descriptions of forest scenery, and a storm at sea with the wreck of a ship, which are very powerfully given.—*Athenæum.*

LIZZIE LORTON OF GRETRIGG. A Novel. By Mrs. E. Lynn Linton. 8vo, Paper, 75 cents.

This novel shows undoubted literary power; it has variety of character; and it also possesses the somewhat uncommon merit of being written in thoroughly good English.—*Athenæum.*

A novel of rare and delicate merit, rich in carefully depicted studies of life and scenery in the English lake district, strong and original in the life-like characters whose story the author skillfully tells.—*N. Y. Citizen.*

A story as quaint and queer and dramatic as "Jane Eyre" was.—*N. Y. Leader.*

It contains a number of pictures taken from nature which are admirable. Mr. Blackmore has carefully studied the scenery of the forest and sea-shore, and he has given us descriptions of both which are really exquisite. His account of the storm is one of the truest and most vivid we have ever read. The sea, the sky, the clouds, the waves, are brought before our eyes with wonderful power.—*London Review.*

MADONNA MARY. A Novel. By Mrs. Oliphant, Author of "The Life of Edward Irving," "Agnes," "Miss Majoribanks," "The Perpetual Curate," "Chronicles of Carlingford," "The Days of My Life," &c. 8vo, Paper, 50 cents.

From first to last "Madonna Mary" is written with vigorous and vigor, and sometimes with the best qualities of its writer's fancy and humors.—*Athenæum.*

"Madonna Mary" is a book of great power and beauty—a perfect work of its kind.—*London Post.*

It is a story told with exquisite simplicity and beauty, and full of the deepest interest.—*London Hour.*

It is highly interesting.—*Commercial Advertiser.*

AN AMERICAN FAMILY IN GERMANY. By J. Hain Friswell, Author of "Crusoe's Island," "Year," &c. Illustrations. 12mo, Cloth, Beveled Edges, $2.

He never forgets his trickey humor and his rident satire. He is the Democrates of writers, seeing the ridiculous side of life, and laughing to bitter pertinacious of life and manners in the Fatherland.—*National Intelligencer.*

Every chapter a vein of waggery, of dry and suggestive comment, of droll word-painting, is discernible, enriched with pat and interesting references which prove the wide literary research of the writer.—*Morning Post.*

This amusing volume is crowded with the incidents occurring in the life of an American Family while residing in Germany for the education of the children. It is highly instructive about German manners and society, and is, withal, full of quaint and quiet humor.—*N. Y. Commercial Chronicle.*

FELIX HOLT, The Radical. A Novel. By George Eliot, Author of "Adam Bede," "The Mill on the Floss," "Silas Marner," "Scenes of Clerical Life," "Romola," &c. 12mo, Cloth, $1 75; 8vo, Paper, 75 cents.

This is certainly the novel of the day, written with a purpose—that of doing good. The acquaintance with different phases of outward life, and the power of analyzing feeling and the working of the mind, are alike wonderful.—*The Reader.*

The authoress's creative energy has never, we think, been so exuberantly exercised before. One group succeeded another, and not a single figure appears in any of them, though it be ever so far in the back-ground, which is not perfectly drawn and perfectly colored. Of her women she has, now, the subtlety and delicacy of analysis, the wide suggestiveness of her bits of "aside," and her style, which is so fascinating because it is so exact an outward expression of the deep and mellow power with which her mind works and by which it is colored—of all these we need not speak. They are as perfect and as delightful as they ever were.—*Saturday Review.*

This is a living book. Its central idea is the true dignity of manhood in simplicity of truth and energy of labor; that whatsoever good thing a man's hand finds to do, that he shall do with his might, not aiming vaguely at the far-off successes of the future, but doing faithfully the best things which lie ready to his hands. With this conception of the soul of manhood is connected a refusal to connect its spiritual dignity with any argument of elevation that depends on an exchange of contumy for broadcloth. The soul is the man, the working soul that, to the best of its own power, looks to the root of good and evil in society, and so promotes the health of the human commonwealth. In that sense Felix Holt is defined as "The Radical." The story, like "Romola," and its predecessors from the same hand, belongs to the enduring literature of our country, durable not for the fashionableness of its pattern, but for the texture of its stuff.—*Examiner.*

READING WITHOUT TEARS; Or, A Pleasant Mode of Learning to Read. By the Author of "Streaks of Light," "Peep of Day," "More about Jesus," "Line Left Out," &c. Part II. Illustrated. Square 8vo, Cloth, gilt, $1.25. New Edition of Part I, just Ready. Cloth, gilt, 75 cents.

This seems to be an excellent method of teaching to read, and avoiding the worst difficulties which beset the child's early way to that art.—*Brooklyn Union.*

It would seems as if no child could fail to learn to read with such assistance.—*Boston Transcript.*

ALL IN THE DARK. A Novel. By J. S. Le Fanu, Author of "Guy Deverell," "Uncle Silas," &c. 8vo, Paper, 50 cents.

This is a book which deserves to be reprinted many times in years to come.—*Examiner.*

ANNALS OF A QUIET NEIGHBORHOOD. A Tale. By George Macdonald, M.A. 12mo, Cloth, Beveled Edges, $1.75.

The charm and value of Mr. Macdonald's work need not be sought. They present themselves unasked for in the tender beauty of his descriptions, whether of nature or of life and character; in his almost supernatural insight into the workings of the human heart, and in his unceasing fertility of thought and happy exactitude of illustration.—*Pall Mall Gazette.*

Mr. Macdonald is a true poet. The "Annals of a Quiet Neighborhood" are as full of music as was Prospero's island; rich in strains that take the ear captive when they are first heard, and afterward linger long upon it.—*Saturday Review.*

There is scarcely a page in the book which has not an attraction of its own, either in the shape of some peculiar beauty of expression or of some thought which deserves examination. The characters stand out life-like on the canvas.—*London Star.*

A tale of a more pleasing, entertaining, and instructive nature could hardly be met with.—*London Observer.*

The book is one that only a man of genius could have written.—*London Examiner.*

RAILROADS.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

THE EARLY TRAINS.

Commencing MONDAY, April 15th, 1867.

Trains for Baltimore and Washington leave Philadelphia as follows:

3.15 A. M. Express, (Mondays excepted.) 11.45 A. M. Express; 3.00 p. m., Express; and 11.30 p. m., Express.

Way Mail Train for Baltimore at 8.15 a. m.

TRAINS FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore, 7.25 a. m., Way Mail; 9.20 a. m., Express; 1.10 p. m., Express; 4.35 p. m., Express; 8.00 p. m., Express.

SUNDAY TRAIN.

Leave Philadelphia for Baltimore and Washington at 4.30 a. m., and 11.00 p. m.

Leave Baltimore for Philadelphia at 6.35 p. m.

Leave Baltimore for New York at 6.35 p. m.

W. M. D. RENNEY, Superintendent.

THROUGH LINE BETWEEN WASHINGTON, PHILADELPHIA, AND NEW YORK.

WASHINGTON, Jan. 6, 1867—ecow.

Trains between Washington and New York are now run as follows, viz:

FOR NEW YORK, without change of cars,
Leave daily (except Sunday) at 7.45 a. m., and 2.00 p. m.

FOR NEW YORK, changing cars at Philadelphia,
Leave daily (except Sunday) at 11.15 a. m.

FOR PHILADELPHIA,
Leave daily (except Sunday) at 7.45 and 11.15 a. m. and 4.30 and 8.00 p. m.

ON SUNDAY
Leave for New York and Philadelphia at 8.00 p. m. only.

Sleeping cars for New York on 4.30 p. m. train daily.

Through tickets to Philadelphia, New York or Boston, can be had at the Ticket office at all hours in the day.

Baggage checked from hotels and residences by the Baggage Express Company.

Baggage for New York and Philadelphia should be delivered at the Company's office, 1 Exchange Place, New York, and 1 Dock st. Philadelphia.

Baggage for Baltimore and Ohio railroad advertisement for schedule between Washington, Baltimore, Annapolis, and the West.

J. L. WILSON,
Master of Transportation.
E. M. COLE,
General Ticket Agent.
GEO. S. KOONTZ,
Agent, Washington.
E. J. WILKINS,
Passenger Agent.

1867 GREAT PENNSYLVANIA ROUTE 1867
TO THE NORTHWEST, SOUTH, AND SOUTH WEST.

SPRING SCHEDULE.

On and after MARCH 24, 1867, trains will run as follows:

Washington.....7.30 A. M. | Baltimore.....12.10 p. m.
Washington.....11.00 " | Baltimore.....10.10 "

THE GREAT DOUBLE-TRACK ROUTE,
With ELEGANT SCENERY, Palace Sleeping-cars, day and night Cars, with modern improvements, and saving from four to twelve hours in time over any other route. Two hundred miles saved to Western and Central New York.

TWO DAILY TRAINS TO THE WEST.

TWO DAILY TRAINS TO THE NORTH.

Through from Baltimore to ROCHESTER and PITTSBURGH without change.

Passengers by this route from Baltimore have the advantages of making all changes in UNION DEPOTS, and no FERRIES.

Tickets by this route can be procured at the office, corner of Sixth street and Pennsylvania avenue, near National Hotel, where reliable information will be given at all times.

Passengers procuring tickets at this office can secure accommodations in Sleeping Cars for Elmira or Pittsburgh. W. J. ARNOLD, Ticket Agent,
Corner Sixth st. and Penn. Avenue.
ED. S. YOUNG, General Passenger Agent.
Baltimore, Md.
fed-1y

BALTIMORE AND OHIO RAILROAD.

WASHINGTON, Jan. 6, 1867—ecow.

Trains between WASHINGTON and BALTIMORE, and WASHINGTON AND THE WEST, are now run as follows, viz:

FOR BALTIMORE.

Leave daily, except Sunday, at 7.00, 7.45, and 11.15 a. m., and 2.00, 4.30, and 8.00 p. m.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 7.00 a. m. and 2.00 and 5 p. m.

FOR WAY STATIONS SOUTH OF ANNAPOLIS JUNCTION.

Leave at 8.15 and 7 a. m., and at 2.00 and 4.35 p. m. daily, except Sunday.

FOR ANNAPOLIS.

Leave at 7.00 and and 4.30 p. m. No train to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 7.45 a. m. and 2.00 and 8.00 p. m.

FOR WAY STATIONS

Leave at 7.45 a. m. and 2.00 and 8 p. m.

FOR ALL PARTS OF THE WEST.

Leave daily, except Sunday, at 7.45 a. m. and 8.00 p. m.

On Sunday, at 8.00 p. m. only, connecting at Relay Station with trains from Baltimore to Wheeling, Parkersburg, &c.

Through tickets to the West can be had at the Washington Station Ticket Office at all hours in the day.

For New York, Philadelphia, and Boston, see advertisement of "Through Line."

J. L. WILSON,
Master of Transportation.
E. M. COLE,
General Ticket Agent.
GEO. S. KOONTZ,
Agent, Washington.
E. J. WILKINS,
Passenger Agent.
jan7-tf

1867 ARRANGEMENTS OF NEW YORK LINES. 1867

THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES, FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.

FROM WALNUT STREET WHARF AND KENSINGTON DEPOT.

WILL LEAVE AS FOLLOWS, VIZ: Fare.
At 8 a. m., via Camden and Amboy—C. and A. Accommodation.....$2.00
At 10 a. m., via Camden and Jersey City—New Jersey Accommodation.....2.00
At 11 a. m., via Camden and Jersey City—Morning Express.....3.00
At 3 p. m., via Camden and Jersey City—M Class Express.....2.00
At 11 a. m., via Kensington and Jersey City—Express.....3.00
At 12 m., via Camden and Amboy—C. and A. Accommodation.....2.00
At 2 p. m., via Camden and Amboy—C. and A. Express.....3.00
At 3 p. m., via Kensington and Jersey City—Washington and N. Y. Express.....3.00
At 6½ p. m., via Kensington and Jersey City—Evening Mail.....3.00
At 11½ p. m., via Kensington and Jersey City—Southern Mail.....3.00
At 11½ p. m. (Night), via Kensington and Jersey city—Southern Express.....3.00
At 6 p. m., via Camden and Amboy—Accommodation (freight and passenger)
1st class ticket.....2.25
2d class ticket.....1.50

The 8.15 p. m. Evening Mail and the 1.30 (Night) Southern Express will run daily, (all others, Sundays excepted.)

PHILADELPHIA AND NEW YORK LINES.

Leave Walnut street wharf at 6 and 8 a. m., 12 m., and 3 p. m.

Leave Kensington Depot at 11.15 a. m., 2.30, 4, 30 and 6.45 p. m., and 12.30 a. m. (night.)

The 6.45 p. m. line runs daily; (all others, Sundays excepted.)

NEW YORK AND PHILADELPHIA LINES.

Leave foot of Barclay street at 8 a. m. and 3 p. m.

From (20) of Cortlandt street at 7, 8, and 10 a. m., 12 m., 4 and 6 p. m., and 12 night.

The 6 p. m. line runs daily; (all others, Sundays excepted.)

W. H. GATZMER, Agent,
Philadelphia and New York Lines.
PHILADELPHIA, Dec. 22, 1866. de31

NEW YORK AND BREMEN STEAMSHIP COMPANY.

The First-Class United States Mail Steamship BALTIC, A. G. Jones, Commander, will leave Pier No. 46 North river, on

SATURDAY, APRIL 20, AT 12 O'CLOCK, M,

FOR SOUTHAMPTON AND BREMEN,

taking passengers to Southampton, London, Havre, and Bremen, and freight to Southampton and Bremen.

TO BE FOLLOWED BY THE WESTERN METROPOLIS, MAY 4.

ISAAC TAYLOR, President,
No. 40 Broadway.

CHARLES WALTER, Agent, No. 397 D street, Washington, D. C. ap10

EDWARD LYCETT,
BOOK-BINDER AND PAPER-RULER,
No. 271 Pennsylvania avenue, between Tenth and Eleventh streets, south side.

Books elegantly or plainly bound. Periodicals and Newspapers carefully attended to.

NOTICES OF PATENTS.

DEPARTMENT OF THE INTERIOR,
UNITED STATES PATENT OFFICE,
WASHINGTON, April 1, 1867.

On the petition of Simon Ridder, administrator of the estate of John A. Rider, deceased, of Portland, Maine, praying for the extension of a patent granted to the said John A. Rider the 20th day of July, 1853, for an improvement in Curving Bed Rocks of Boats, for seven years from the expiration of said patent, which takes place on the 20th day of July, 1867:

It is ordered that the said petition be heard at the Patent Office on MONDAY, the 8th day of July next, at 12 o'clock, m.; and all persons are notified to appear and show cause, if any they have, why said petition ought not to be granted.

Persons opposing the extension are required to file in the Patent Office their objections, specially set forth in writing, at least twenty days before the day of hearing; all testimony filed by either party, to be used at the said hearing, must be taken and transmitted in accordance with the rules of the office, which will be furnished on application.

Depositions and other papers, relied upon as testimony, must be filed in the office twenty days before the day of hearing; the arguments, if any, within ten days after filing the testimony.

Ordered, also, that this notice be published in the REPUBLICAN and the *Intelligencer*, Washington, D. C., and in the Times, New York, N. Y., once a week for three successive weeks; the first of said publications to be at least sixty days previous to the day of hearing. T. C. THEAKER,
Commissioner of Patents.

P. S.—Editors of the above papers will please copy, and send their bills to the Patent Office with a paper containing this notice. ap29-law3w

---

DEPARTMENT OF THE INTERIOR,
UNITED STATES PATENT OFFICE,
WASHINGTON, April 10, 1867.

On the petition of Enoch Hidden, of New York, N. Y., praying for the extension of a patent granted to him the 21st day of June, 1853, reissued Sept. 2, 1862, and again reissued March 19, 1864, for an improvement in Side Lights for Ships, for seven years from the expiration of said patent, which takes place on the 21st day of June, 1867:

It is ordered that the said petition be heard at the Patent Office on MONDAY, the 17th day of June next, at 12 o'clock, m.; and all persons are notified to appear and show cause, if any they have, why said petition ought not to be granted.

Persons opposing the extension are required to file in the Patent Office their objections, specially set forth in writing, at least twenty days before the day of hearing; all testimony filed by either party, to be used at the said hearing, must be taken and transmitted in accordance with the rules of the office, which will be furnished on application.

Depositions and other papers, relied upon as testimony, must be filed in the office twenty days before the day of hearing; the arguments, if any, within ten days after filing the testimony.

Ordered, also, that this notice be published in the REPUBLICAN and the *Intelligencer*, Washington, D. C., and in the *Journal*, Rochester, N. Y., once a week for three successive weeks; the first of said publications to be at least sixty days previous to the day of hearing. T. C. THEAKER,
Commissioner of Patents.

P. S.—Editors of the above papers will please copy, and send their bills to the Patent Office with a paper containing this notice. ap10-law3w

---

DEPARTMENT OF THE INTERIOR,
UNITED STATES PATENT OFFICE,
WASHINGTON, April 8, 1867.

On the petition of Isaac Brown, of Cecilton, Maryland, praying for the extension of a patent granted to him the 19th day of July, 1853, for an improvement in mode of Driving Screws, for seven years from the expiration of said patent, which takes place on the 19th day of July, 1867:

It is ordered that the said petition be heard at the Patent Office, on MONDAY, the 1st day of July next, at 12 o'clock, m.; and all persons are notified to appear and show cause, if any they have, why said petition ought not to be granted.

Persons opposing the extension are required to file in the Patent Office their objections, specially set forth in writing, at least twenty days before the day of hearing; all testimony filed by either party, to be used at the said hearing, must be taken and transmitted in accordance with the rules of the office, which will be furnished on application.

Depositions and other papers, relied upon as testimony, must be filed in the office twenty days before the day of hearing; the arguments, if any, within ten days after filing the testimony.

Ordered, also, that this notice be published in the REPUBLICAN and the *Intelligencer*, Washington, D. C., and in the *Democrat*, Rochester, N. Y., once a week for three successive weeks; the first of said publications to be at least sixty days previous to the day of hearing. T. C. THEAKER,
Commissioner of Patents.

P. S.—Editors of the above papers will please copy, and send their bills to the Patent Office with a paper containing this notice. ap10-law3w

---

WHISKERS AND MUSTACHES!

Forced to grow upon the smoothest face in from three to five weeks by using Dr. SEYMONE'S RESTAURATEUR CAPILLAIRE, the most wonderful discovery in modern science, acting upon the Beard and Hair in an almost miraculous manner. It has been used by the elite of Paris and London with the most

Satisfying success. Names of all purchasers will be registered, and if entire satisfaction is not given in every instance, the money will be cheerfully refunded. Price by mail, sealed, and postpaid, $1. Descriptive circulars and testimonials mailed free. Address, BERGER, SHUTTS & CO., Chemists, No. 295 River street, Troy, N. Y. Sole Agents for the United States. mh19-dawly

WRAPPING PAPER FOR SALE AT THIS OFFICE.

PROPOSALS.

PROPOSALS FOR MAIL BAGS.

POST OFFICE DEPARTMENT,
WASHINGTON, March 15, 1867.

Sealed proposals will be received at this Department UNTIL THE TWENTY-SEVENTH DAY OF MAY NEXT, AT NOON, for furnishing for four years, from the 1st day of July, 1867, such quantities of MAIL BAGS as may from time to time be required and ordered, of the descriptions following, to wit:

LEATHER MAIL POUCHES, adapted to railroad, steamboat, and south conveyance, of sizes as follows:

No. 1. Forty-eight inches in length and sixty inches in circumference.

No. 2. Forty-six inches in length and forty-eight inches in circumference.

No. 3. Forty-four inches in length and forty-six inches in circumference.

No. 4. Thirty-six inches in length and forty-two inches in circumference.

No. 5. Thirty-six inches in length and thirty-six inches in circumference.

No. 6. Twenty-six inches in length and twenty-eight inches in circumference.

The body of these pouches is to be made of good and substantial pig leather, well tanned, weighing, for sizes numbered one and two, not less than eight pounds, and for the smaller sizes, not less than seven ounces to the square foot; the bottom (of circular form) and the flap to be of good skirting leather, well tanned, the seams to be well and strongly secured with the best iron rivets, well lined.

LEATHER HORSE MAIL BAGS, (adapted to conveyance by horses,) of three sizes, viz:

No. 1. Forty-eight inches in length and twenty-one inches in width at the widest parts; the ends or bottoms being fourteen by twenty-six inches.

No. 2. Forty-five inches in length and eighteen inches in width at the widest parts; the ends or bottoms being twelve by twenty-four inches.

No. 3. Forty-two inches in length and sixteen inches in width at the widest parts; the ends or bottoms being ten by twenty inches.

These bags are to be made of good and substantial bag-leather, well tanned, weighing not less than seven ounces to the square foot; the seams to be securely formed and well and strongly sewed; or if rivited, to be so fitted as not to chafe horse or rider.

The construction of the locks for fastening of each of the above-described pouches and bags is to be such as to admit of its being locked with a pad-lock, and when so locked, to secure its contents from any obstruction that may be effected without opening the lock, or leaving some obvious external mark of violence upon the pouch or bag.

The particular form of lock subject to preceptical; the skill and ingenuity of bidders being relied on to supply, by their specimens, plans of construction from which a selection can be made as the best and cheapest for the purpose.

JUTE CANVAS MAIL SACKS of three sizes, viz:

No. 1. Forty-three inches in length and sixty-inches in circumference.

No. 2. Forty-one inches in length and forty-eight inches in circumference.

No. 3. Thirty-two inches in length and thirty-eight inches in circumference.

The sacks of size No. 1 are to be made of sheetly-woven jute canvas, weighing not less than sixteen ounces to the yard of 36½ inches width; the warp and weft to be nearly as abundant as in Dundee canvas.

The sacks of size No. 2 are to be made of thinner jute canvas, weighing not less than 4¾ ounces to the yard of 36½ inches.

Those of sizes No. 1 and 2 are to be made with a tabling or hem at the top two inches wide, upon which a sufficient number of eyelets—at least ten to the hemmed end, eight to the latter—are to be well wrought, and they are each to be provided with a good and sufficient hemp cord to lace and tie them thoroughly and strongly. Unless seamless, they are to be made with two seams, secured each with two rows of sewing.

They are to be marked inside and outside "U. S. Mail," in large distinct letters.

Proposals for suitable improvements or modifications in the form or construction, as well as materials, of any of the above-described pouches and bags are invited; and the relative value and adaptation to the service, as well as specified price of any such improvements or modifications, will be considered in determining the lowest and best bid. The proposals should specify unconditionally the price of each article proposed to be furnished. No proposal will be considered if not accompanied with specimens or samples of each article bid for, showing the construction, size, and quality of materials and workmanship offered; and also with a written guarantee from the person proposed as contractor, (whose responsibility must be certified by the officer of the place where they reside,) that they will become responsible, on sufficient bond, for the due performance of the contract in case such proposal shall be accepted.

The specimens or samples must be delivered to this Department on or before the 27th day of May next; and those not rejected will be returned to the accepted proposals will, in connection with such proposals, form the basis of the contracts to be made.

Every specimen submitted should be well and distinctly marked with the number denoting its size, and have affixed to it a sample (six inches square) of the principal material of which it is made.

All specimens of depositions, bids, which can with safety and convenience be used in the mail service, will be paid for at the prices specified in the proposals relating to the same.

All the above-described articles that may be contracted for are to be delivered at the risk and expense of the contractor, at Boston, Mass.; New York and Albany, N. Y.; Philadelphia and Pittsburgh, Pa.; Baltimore, Md.; Washington, D. C.; Louisville, Ky.; Cincinnati, Ohio; St. Louis, Mo.; and Chicago, Ill., in such quantities and at such times as the Department may order during the term of the contract; and they are to be rigidly inspected, before delivery, at the place of their manufacture, and be subjected to proof for satisfactory wear before, in any respect, to the specimens accepted and adopted as the standard.

A decision on the bids hereby advertised for will be made by the Postmaster General on or before the 1st day of June next; and the accepted bidder or bidders will be required to enter into contract, with sufficient bond and sureties, by the 25th day of June, 1867.

The average number of mail bags annually required will probably not exceed the following estimate, to wit: 5,000 mail pouches; 800 horse mail bags; 30,000 canvas mail sacks.

But the Postmaster General will reserve the right to vary the quantity of any contract, more or less of any, or all of the same, as the interests of the service may seem to him to demand.

The proposals should be transmitted in a sealed envelope, endorsed "Proposals for Mail Bags," and be addressed to the "Second Assistant Postmaster General." ALEX. W. RANDALL,
Postmaster General.
mar22-w6w

PROPOSALS FOR CATTLE FOR INDIAN SERVICE.

DEPARTMENT OF THE INTERIOR,
March 27, 1867.

Proposals will be received up to the 15th day of May, 1867, at the office of W. H. Denman, Superintendent of Indian Affairs for the Northern Superintendency, at Omaha City, Nebraska, for the delivery at Omaha City of the following Beef Cattle, to wit:

300 head of Milk Cows, for the Omaha Indians, occupying a reservation in Nebraska.

300 head of Milk Cows for the Santee Sioux Indians, occupying a reservation at the mouth of the Niobrara, Nebraska.

300 head of Milk Cows for the Yankton Sioux Indians, occupying a reservation in Dakota.

100 head of Milk Cows for the Omaha Indians, occupying a reservation in Nebraska.

20 head of young American Bulls.

25 head of Beef Cattle, (steers.)

The Cows must be of good quality, American breed, not less than three nor more than seven years old. Cows with young calves, or Cows with calf, will be preferred. Dry cows will not be received. The Bulls must be not less than three years old, and the Beef Cattle not less than four years old.

Superintendent Denman will have the right to reject any or all the bids; also, the right to reject any or all the cattle if he deems that the cattle delivered are not of the required character.

Superintendent Denman will be authorized to receive the said cattle and to give vouchers to the parties delivering the cattle, to be paid at the office of the Commissioner of Indian Affairs in Washington city.

The time of the delivery of the cattle will be determined by Superintendent Denman, who will also have the power to change the place of delivery, with the consent of the contractor.

Good and sufficient bonds will be required for the faithful fulfillment of the contract.

Bids will not be received for a less number than the total number of cows and bulls called for. Separate proposals, however, will be received for the beef cattle.

O. H. BROWNING,
ap1 Secretary.

THE "GIDEON PRINTING OFFICE."

ESTABLISHED IN 1836.

JOSEPH L. PEARSON,
SUCCESSOR TO
GIDEON & PEARSON,
STEAM-POWER
BOOK AND JOB PRINTER,
No. 511 Ninth Street, near Pennsylvania Avenue,
WASHINGTON CITY,

Having greatly increased the facilities of the above OLD ESTABLISHED PRINTING HOUSE by an almost ENTIRE RENEWAL OF MATERIAL And the addition of several of the most improved POWER-PRESSES, is prepared to execute every variety of LETTER-PRESS PRINTING, FROM A FINE VISITING CARD TO A LARGE POSTER, IN PLAIN OR COLORED INK.

PROMPTNESS AND DISPATCH MAY BE RELIED ON.

PROPOSALS.

PROPOSALS FOR MAIL STEAMSHIP SERVICE BETWEEN THE UNITED STATES AND THE HAWAIIAN ISLANDS.

POST OFFICE DEPARTMENT,
WASHINGTON, March 15, 1867.

In accordance with the provisions of the act of Congress approved March 3, 1867, which is in the words and figures following, viz:

An Act to authorize the establishment of ocean mail steamship service between the United States and the Hawaiian Islands.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled